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is being built into Vancouver Island's national  
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poet have been fulfilled and the Pacific Highway becomes:—

A road from distant Arctic's cold,

Through leagues of pines to Tropic's tangled palms,

Still on (the peaceful highway serves them all)

To face at last Magellan's storms and calms.

Friday, 28th May. We are in MOUNT RAINIER NATIONAL PARK this evening. Will stay here for two days.

Monday, 31st May. SEATTLE tonight. Will stay here for a day and take in the famous Park Boulevards tomorrow. At Seattle the NATIONAL PARKS HIGHWAY, the north-western transcontinental automobile route in the United States, reaches the Pacific Coast. There are many interesting auto trips leading from Seattle, and their Motor Club is a strong and aggressive body, most of the Good Road work of the Pacific Northwest being due to the initiative of this organization. Mount Rainier National Park was grand. A line to the Seattle or Tacoma Chamber of Commerce will bring the fullest information concerning this National Park.

Wednesday, 1st June. Are at VANCOUVER CITY, British Columbia, this evening. Started early and have run just over a hundred and sixty miles today, roads averaging very good, and all of it being the Pacific Highway route. In passing, must mention the many miles of hard-surfaced roads, both north and south of Seattle, on the Pacific Highway; the best of these are vitrified-brick-paved, 17 feet wide, with heavy concrete base and flush concrete curb, the earth sides of the roadway being rolled to the same level. These vitrified-brick-paved roads are certainly far the highest type of country roads we have ever driven on, and should last without repair for at least a generation.

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ready for the public. It is a mass of lakes and streams, alive with trout, precipitous mountains, snow-capped peaks and gleaming glaciers, set in a dense, magnificent forest. We left the main road for a short time today and ran in to the coal mining town of CUMBERLAND, and afterwards to the agricultural community of COMOX.

Saturday, 5th June. Tonight we are at ALBERNI. We have had a magnificent run today, perhaps the finest and most interesting of the whole trip. The splendid forests are never-to-be-forgotten, and if a strip can only be preserved along each side of the road, from the ravages of the lumberman, then the people of this generation will have done their duty to unborn generations of settlers and motorists yet to come.

Sunday, 6th June. Spent today touring over all the roads to be found in the vicinity of Alberni, and tonight find ourselves at the little floating hotel on GREAT CENTRAL LAKE.

Monday, 7th June. Fished Great Central Lake from early morning till midday and caught a fine basket. Tonight we are at the little chalet at CAMERON LAKE.

Tuesday, 8th June. Fished at Cameron Lake for a couple of hours in the early morning, and have had a good day's run since to COWICHAN LAKE. This is the best known of the many fishing resorts on Vancouver Island. At Nanaimo they told us we should run in to NANAIMO LAKES, that the fishing there was at its best, but we decided to push on. We also passed dozens of tempting cross roads that we would have liked to explore, and some day we will do so. In both COWICHAN RIVER and COWICHAN BAY there is good fishing.

Thursday, 10th June. Stayed all yesterday at Cowichan Lake, fishing, and had very fair success. This evening we are back in VICTORIA. The view from the MALAHAT DRIVE was superb, all conditions being perfect, and this view certainly is the superlative in scenic magnificence.

Sunday, 13th June. If we had been strangers instead of Victorians, we would have spent Friday in doing the COAST DRIVE and SAANICH PENINSULA, with lunch at BRENTWOOD BEACH HOTEL; possibly might have stayed there a day and gone trolling for salmon and grilse. Saturday likely would have gone round METCHOSIN, and on to JORDAN RIVER, with lunch at the SOOKE HARBOR HOTEL. Sunday we would have gone out on the MALAHAT DRIVE again, just to see the view once more, and then cross over to SHAWNIGAN LAKE for lunch, and then, if the car was pulling well and tires in good shape, would have returned to Victoria by the old road over SOOKE MOUNTAINS, passing en route SOOKE LAKE, where the City of Victoria has developed one of the most magnificent municipal water supplies on the Pacific Coast. There are other scenes round

Victoria that are attractive, such as the broom on BEACON HILL, the splendid view of MOUNT BAKER and the OLYMPIC MOUNTAINS, and if one does not mind a short climb on foot, the scene from the summit of MOUNT DOUGLAS is very fine. The ardent motorist, however, without having to condescend to mere walking, can obtain almost an equally fine view from the summit of LITTLE SAANICH MOUNTAIN, where the Canadian Government is preparing to erect one of the largest telescopes in the world.

The stranger motorist wishing to return from Victoria (that is, if he does not live on Vancouver Island itself), has the choice of three ferry routes, namely, to Vancouver City, B.C., to Seattle, or to Port Angeles.

Many details of most of the roads and resorts along the Georgian Circuit and its connections can be found in the Washington and British Columbia Motorists' Blue Book. A letter to any of the Chambers of Commerce or Commercial Clubs in the cities, or a letter to any of the resorts, will bring detailed information in response to any inquiries prospective auto tourists may make.

The roads everywhere are good enough to most excellent, the resorts are fine, and the climatic and scenic conditions of the Georgian Circuit absolutely the finest of any tour on the American Continent.

#### HISTORICAL ORIGIN OF THE NAME GEORGIAN CIRCUIT

The reasons which, historically and otherwise, caused the selection of the name Georgian Circuit are of much interest. In 1792 Captain Vancouver named the entire country through which this tour passes "New Georgia." Vancouver, of course, selected this name in honor of King George. Events since have caused the southern part of New Georgia to be called "Washington" and the northern part forms part of "British Columbia." The name "Georgian Circuit" was first made public in February, 1915, after exactly one hundred years of peace between the United States and Great Britain; both George Washington and King George were "Georges," and it was felt that uniting their names in the naming of this international tour would be particularly applicable at this time.

The Gulf of Georgia is the principal international geographical feature embraced by this tour. This, together with the fact that the name Georgian advertises no particular community on the tour, and that there is a real North American sound to the word were the final arguments that caused the selection of the name "Georgian Circuit."

For information on any subject concerning Victoria, write to:

PUBLICITY COMMISSIONER  
**HERBERT CUTHBERT**  
BOARD OF TRADE BUILDING  
VICTORIA, BRITISH COLUMBIA



